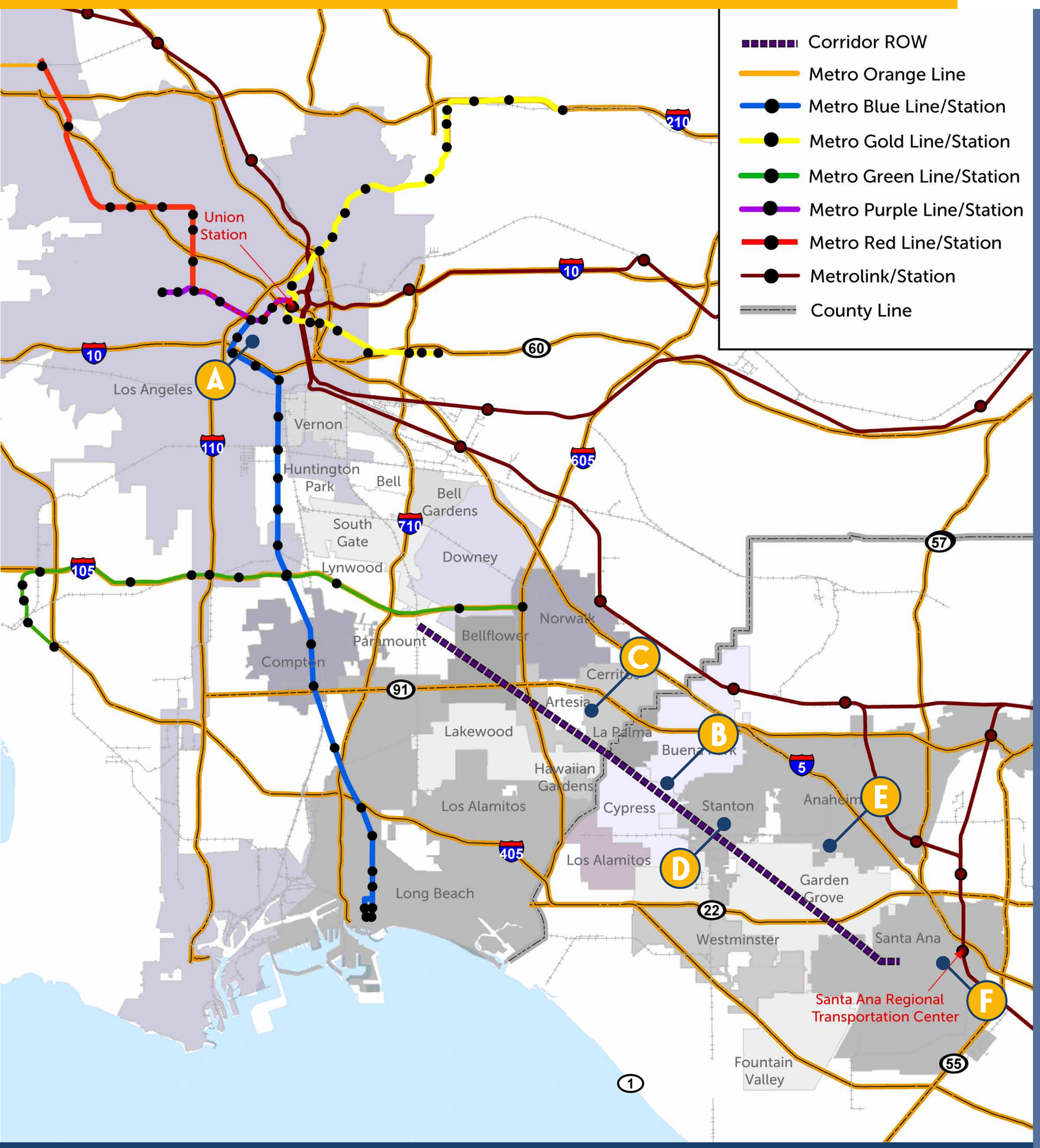
1 THE CORRIDOR TODAY

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS



A DOWNTOWN L.A.

B CYPRESS COLLEGE

C CERRITOS CENTER FOR THE PERFORMING ARTS

D STANTON FARMERS' MARKET

E RESIDENTIAL

F MAIN STREET, SANTA ANA

- 20 miles long and varies in width from 90 to 195 feet
- Serves civic centers, schools, parks, shopping, entertainment and visitor destinations
- Home to 2.3 million people and 1.1 million jobs
- More than 90% travel to work by car
- Majority of freeways and major streets operating at or beyond capacity in peak periods
- Limited connections to the regional transportation system

2 THE CORRIDOR IN 2035

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

- Corridor ROW
- Santa Ana/Garden Grove Fixed Guideway
- Anaheim Fixed Guideway
- CA HST and Potential Station
- Metro Orange Line
- Metro Blue Line/Station
- Metro Gold Line/Station
- Metro Green Line/Station
- Metro Purple Line/Station
- Metro Red Line/Station
- Metrolink/Station
- Metro Expo Line
- Metro Green Line Extension
- Metro Crenshaw/LAX Corridor
- Metro Westside Extension
- Railroad
- County Line

Future transportation projects will expand the region's transportation system. The corridor can connect to the regional system, creating more travel options.

COMMUNITY OUTREACH

PACIFIC ELECTRIC CORRIDOR

WEST SANTA ANA BRANCH

3 FUTURE CHALLENGES

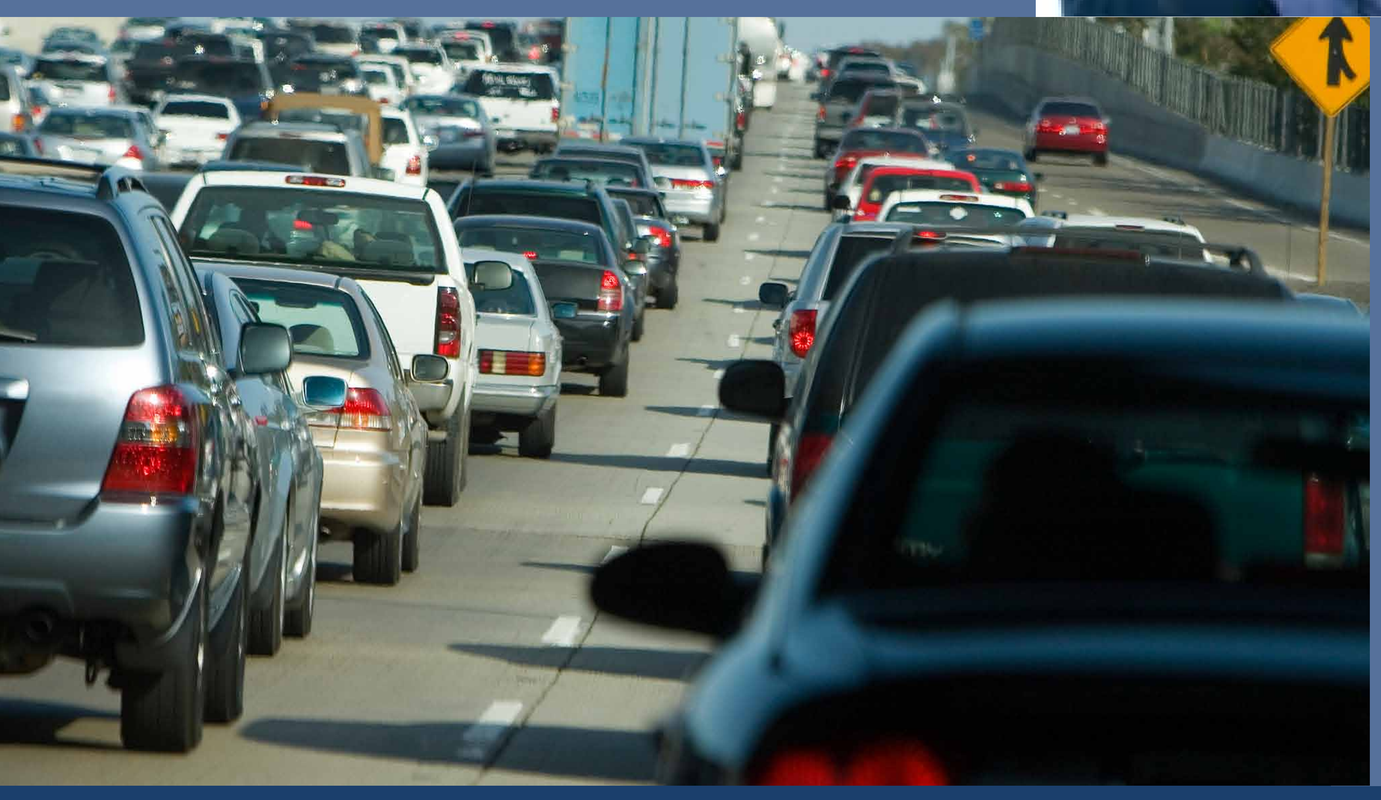
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

INCREASE IN POPULATION

Population forecast to increase by 13% with more than 304,000 anticipated new residents

INCREASE IN JOBS & ECONOMIC VITALITY

Jobs are forecast to increase by 13% with more than 140,000 new jobs



MORE TRAFFIC. . .

1.2 million more daily trips produced in the Corridor and 1.5 million new trips attracted to the Corridor, increasing congestion and travel times on our freeways and streets.

HOW WILL THIS IMPACT YOU?

COMMUNITY OUTREACH

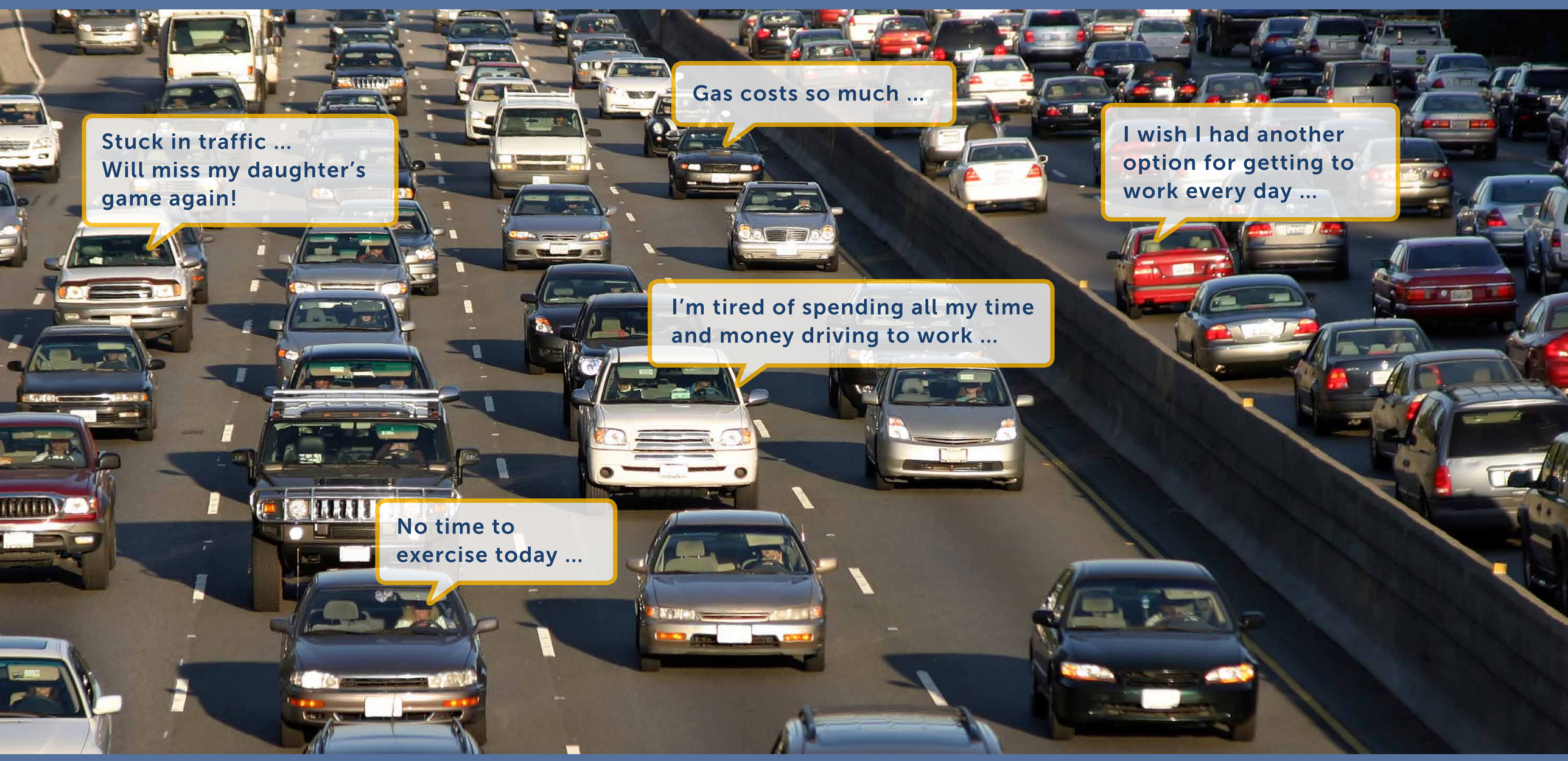
PACIFIC ELECTRIC CORRIDOR

WEST SANTA ANA BRANCH

4 CONGESTION INFLUENCES OUR LIVES

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

FOR RESIDENTS



FOR BUSINESS OWNERS

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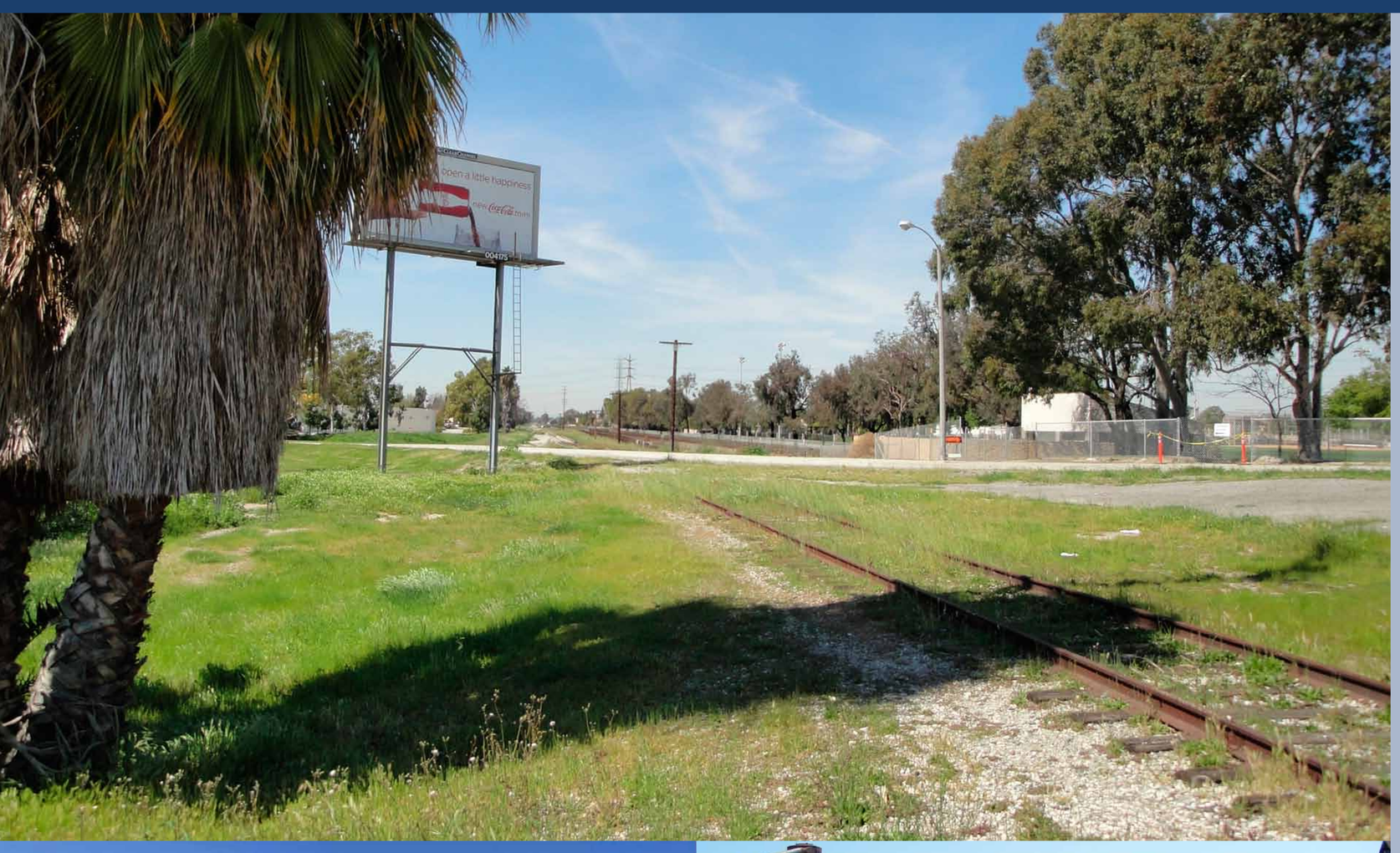
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

CONSIDER THE MANY USES THAT THIS RIGHT-OF-WAY COULD PROVIDE:



- More local and regional connections for residents, employees, and visitors
- Sites for city-based plans providing residential, retail or job space to accommodate future growth within station areas without signficantly increasing traffic
- Much-needed community park and open space resources
- A linear pedestrian and bicycle system linking Corridor recreational resources
- Related parking and circulation improvements

With an average width of more than 100 feet, the Corridor right-of-way offers much more than the opportunity of simply creating a new transportation system. It offers the possibility of creating a landscaped spine of open spaces, plazas, bike trails, and pedestrian paths connecting communities.

PACIFIC ELECTRIC CORRIDOR

WEST SANTA ANA BRANCH

6 STUDY OPTIONS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

NO BUILD ALTERNATIVE

Represents the Study Area in 2035, if no Corridor transportation improvements are approved and built

Includes committed highway and transit projects identified in:

- SCAG 2008 Regional Transportation Plan (RTP)
- LACMTA 2009 Long Range Transportation Plan (LRTP)
- OCTA 2006 Long Range Transportation Plan (LRTP)

Represents the baseline against which the other alternatives will be evaluated

Both Counties Los Angeles County Project Orange County Project

HIGH-SPEED RAIL

Los Angeles/Anaheim Corridor

TRANSIT PROJECTS

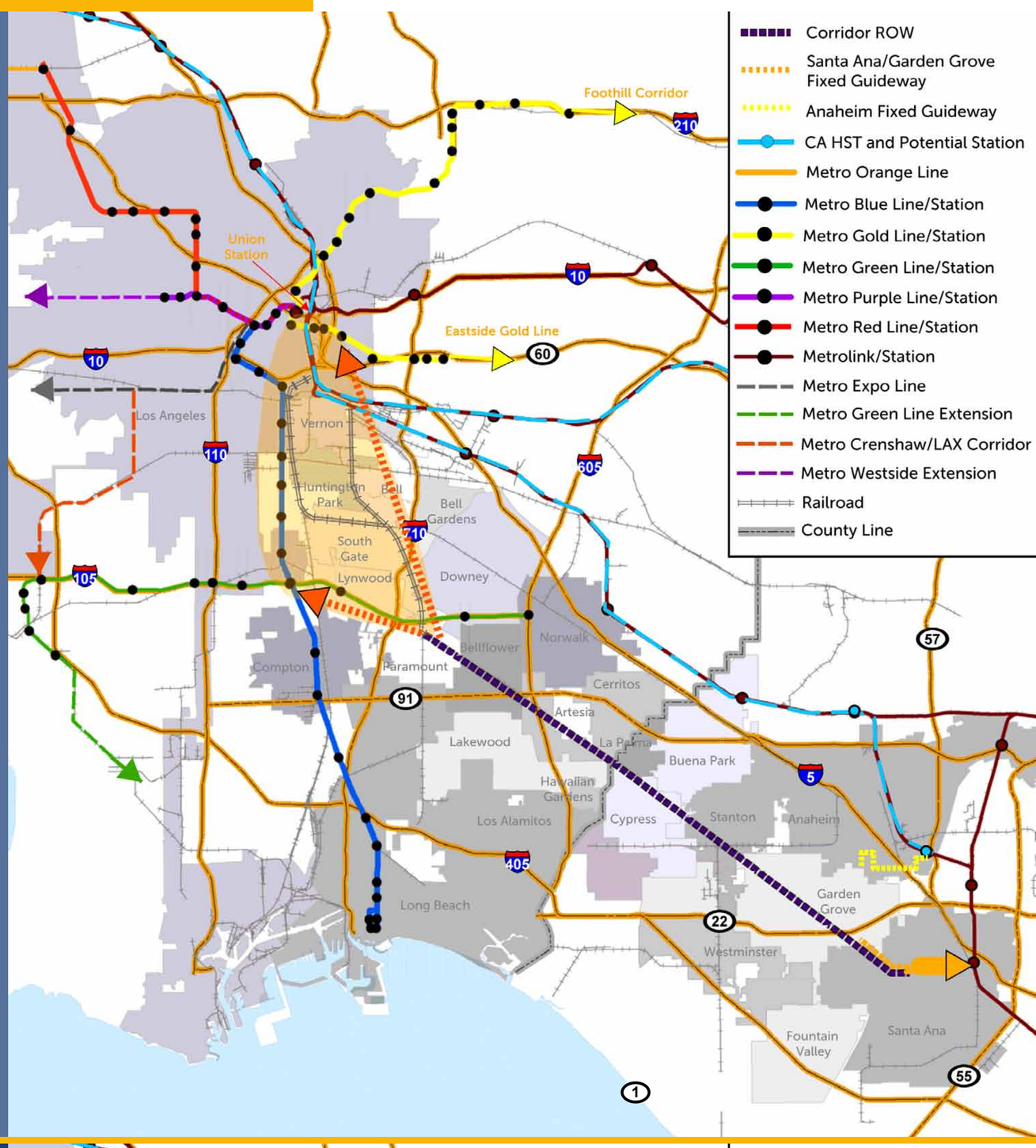
Exposition LRT Phases I and II
Crenshaw/LAX LRT Transit Corridor
Metro Green Line LRT Extension to LAX
Metro Green Line Extension to Torrance
Regional Connector
Wilshire Subway Extension to Century City
Anaheim Fixed Guideway Project
Santa Ana/Garden Grove Fixed Guideway Project
Metrolink – High Frequency Service
Metrolink Station Improvements
Regional Gateways

HIGHWAY PROJECTS

I-5 Mixed Flow and Carpool Lanes (I-605 to OC line)
I-5 Carmenita Road Interchange Improvement
I-710 South and/or Early Action Projects
I-605 "Hot Spots" Interchange Projects
I-5 Improvements (SR-55 to SR-57)
I-605 Key Intersection and Arterial Connections
Countywide Signal Synchronization Network Plan

GOODS MOVEMENT

BNSF Grade Separations in Gateway Cities

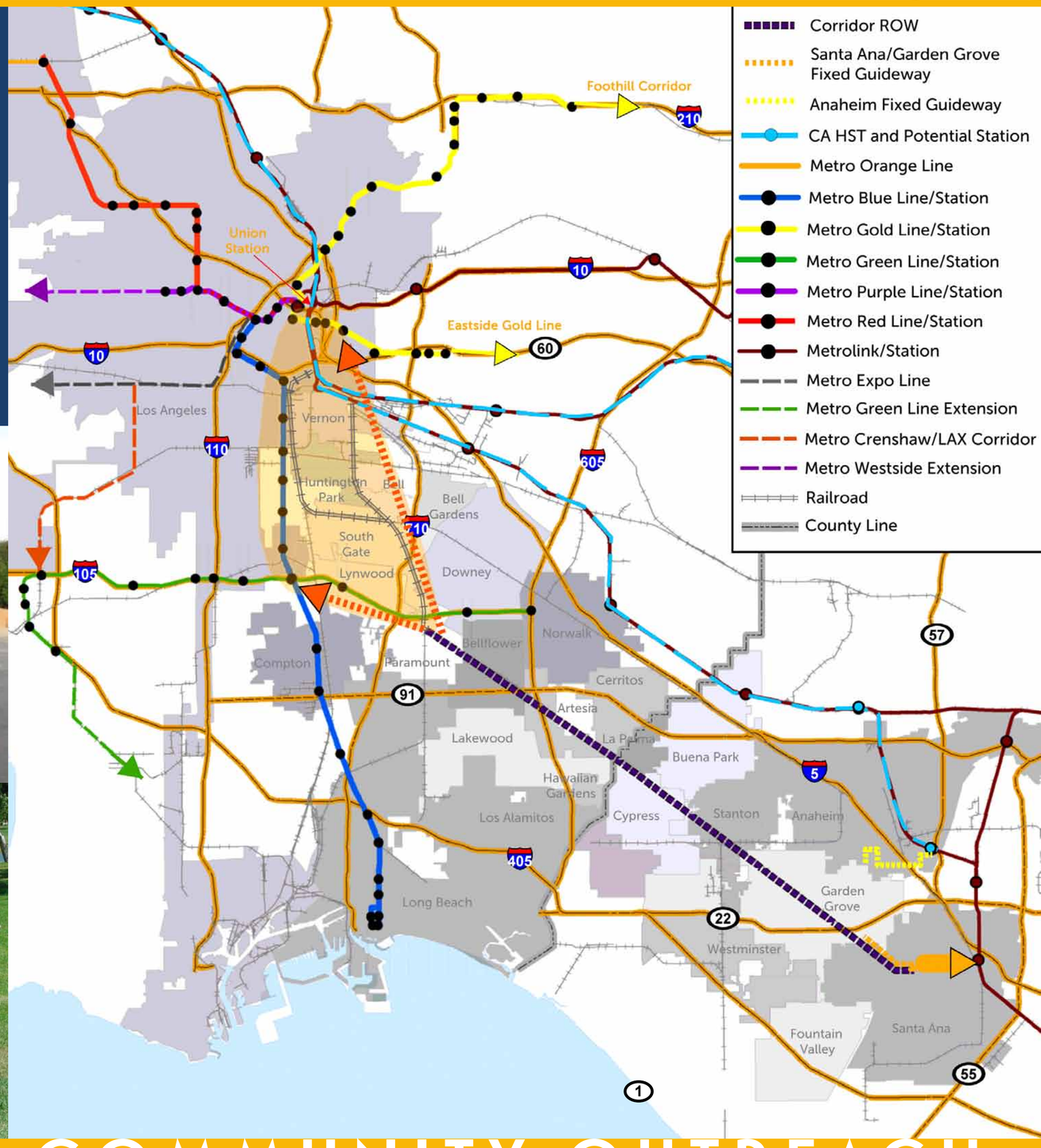


TRANSPORTATION SYSTEMS MANGEMENT (TSM) ALTERNATIVE

Includes all of the No Build improvements

Includes additional low cost improvements that maximize the use of the existing transportation network, such as:

- Bus service improvements
- Intersection improvements
- Signal synchronization
- Non-motorized improvements



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7 STUDY OPTIONS

SOUTHERN CALIFORNIA
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BRT – BUS RAPID TRANSIT

Speed: 22 mph average, 35 mph max.

Distance Between Stops: 1.0 miles

Possible # of Corridor Stations/Stops: 32

Capacity: 57 seated, 108 peak

Frequency (Peak Hours): 4-5 mins.

Frequency (Mid-day): 10 minutes

Construction Cost Per Linear Mile: $28-30 million at-grade

Power Source: CNG motor

Metro Orange Line

LRT – LIGHT RAIL TRANSIT

Speed: 22-35 mph average, 55 mph max.

Distance Between Stops: 1.0-1.5 miles

Possible # of Corridor Stations: 20-32

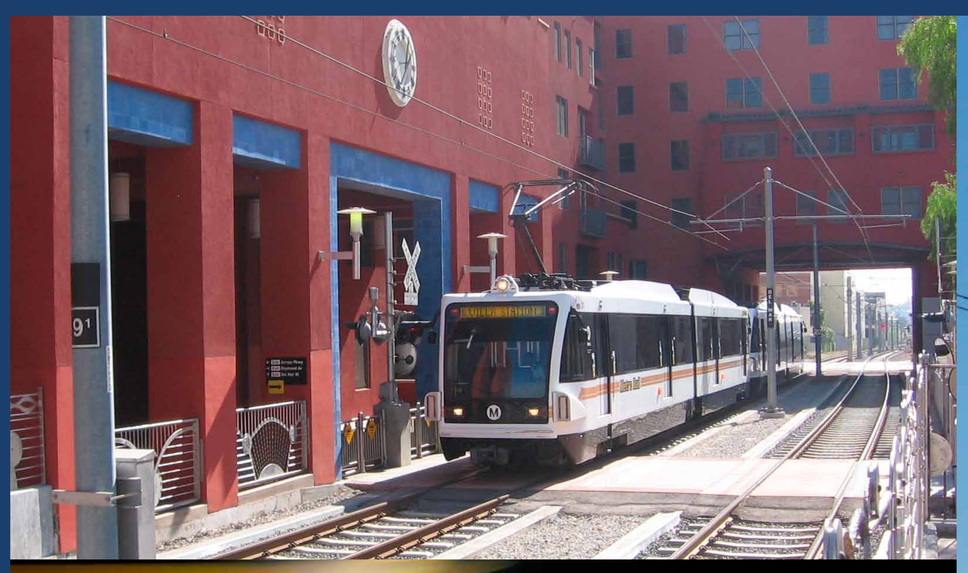
Capacity: 228 seated, 432 peak

Frequency (Peak Hours): 7-8 mins.

Frequency (Mid-day): 12 minutes

Construction Cost Per Linear Mile: $80 million at-grade, $330 million subway

Power Source: Electric catenary



Metro Gold Line

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SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

MULTIPLE UNIT

Speed: 22 mph average, 55 mph max.

Distance Between Stops: 1.5-3.0 miles

Possible # of Corridor Stations/Stops: 11-32

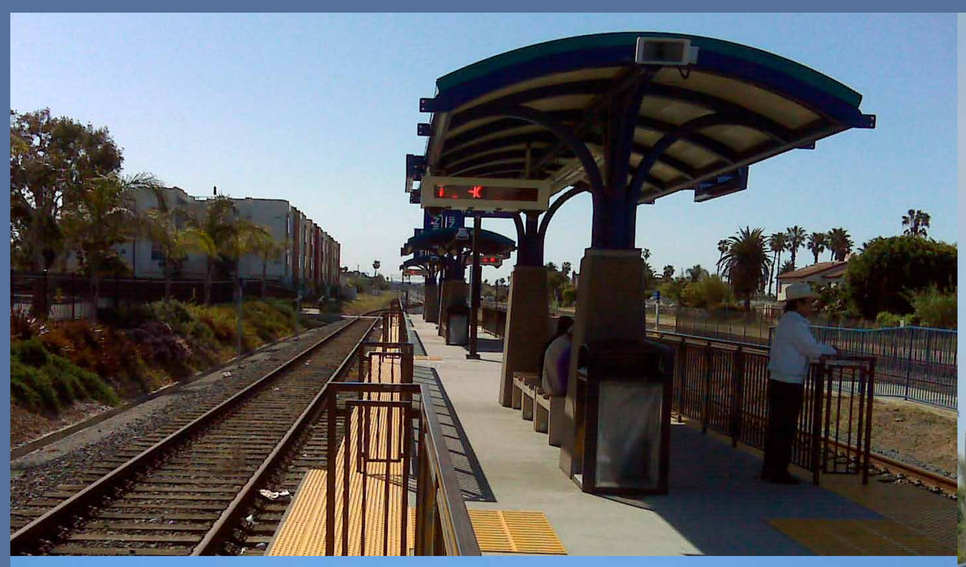
Capacity: 136 seated, 258 peak

Frequency (Peak Hours): 20-30 mins.

Frequency (Mid-day): 30-60 minutes

Construction Cost Per Linear Mile: $22-25 million at-grade, $330 million subway

Power Source: Clean diesel motor or electric catenary



San Diego Sprinter

COMMUTER RAIL

Speed: 42 mph average, 70 mph max.

Distance Between Stops: 6.0-7.0 miles

Possible # of Corridor Stations/Stops: 4-5

Capacity: 500 seated

Frequency (Peak Hours): 20-30 mins.

Frequency (Mid-day): 60-90 minutes

Construction Cost Per Linear Mile: $4-8 million at-grade

Power Source: Clean diesel motor

Metrolink

Chatsworth Mixed-Use Development

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9 STUDY OPTIONS

SOUTHERN CALIFORNIA
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STREETCAR

Speed: 8.5 mph average, 45 mph max.

Distance Between Stops: 0.2-0.5 miles

Possible # of Corridor Stations/Stops: 64-160

Capacity: 30 seated, 157 peak

Frequency (Peak Hours): 13 minutes

Frequency (Mid-day): 20-40 minutes

Construction Cost Per Linear Mile: $38 million at-grade, $330 million subway

Power Source: Electric catenary

Portland Streetcar

HIGH SPEED RAIL

Includes maglev, steel-wheel, diesel locomotive, multiple unit service

Speed: 90-95 mph average, 110-270 mph max.

Distance Between Stops: 10.0-20.0 miles

Possible # of Corridor Stations: 2-3

Capacity: 400 seated

Frequency (Peak Hours): 15-20 minutes

Frequency (Mid-day): 30-60 minutes

Construction Cost Per Linear Mile: maglev $140 million; steel-wheel $110 million, both $330 million subway

Power Source: Electric motor

Taiwan High Speed Rail

AMTRAK Acela

The Javelin, England

Shanghai Maglev

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10 WHAT WE NEED FROM YOU

SOUTHERN CALIFORNIA
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WHAT?

What transportation options are appropriate?

HOW?

How should the transportation improvement fit in your community?

MAKING THE DECISION

- Access?
- Design?
- Cost?
- Air Quality?
- Noise?
- Speed?

How should the transportation options be evaluated?

KEEPING YOU INFORMED

How should we communicate with you during the 22-month study process?

- Community Meetings
- Email updates
- Website postings

What else?

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SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

TECHNICAL ANALYSIS & EVALUATION

ALL POSSIBLE ALTERNATIVES

June 2010

4-6 INITIAL ALTERNATIVES

July 2010

2-4 FINAL ALTERNATIVES

November 2010

PREFERRED ALTERNATIVE

November 2011

PUBLIC INPUT

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12 ALTERNATIVES ANALYSIS PROCESS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

PHASE 1 ENVISIONING OUR FUTURE

1 **Preliminary Analysis**
February–April 2010

2 **Project Initiation /Scoping**
May–June 2010
PUBLIC MEETINGS

WE ARE HERE

3 **Initial Alternatives Screening**
July–December 2010
PUBLIC MEETINGS

PHASE 2 EXPLORING THE POSSIBILITIES

4 **Final Screening**
January–September 2011

5 **Draft Alternatives Analysis Report**
October 2011
PUBLIC MEETINGS

PHASE 3 REALIZING OUR PREFERRED FUTURE

6 **Final Alternatives Analysis Report With Recommendations**
November–December 2011

Next Steps
SCAG/LACMTA/OCTA Actions

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13 CONSIDER THESE ISSUES!

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Regional connectivity to and from the Corridor?

Community fit?

BUILDING OUR FUTURE THROUGH OUR CHOICES TODAY.

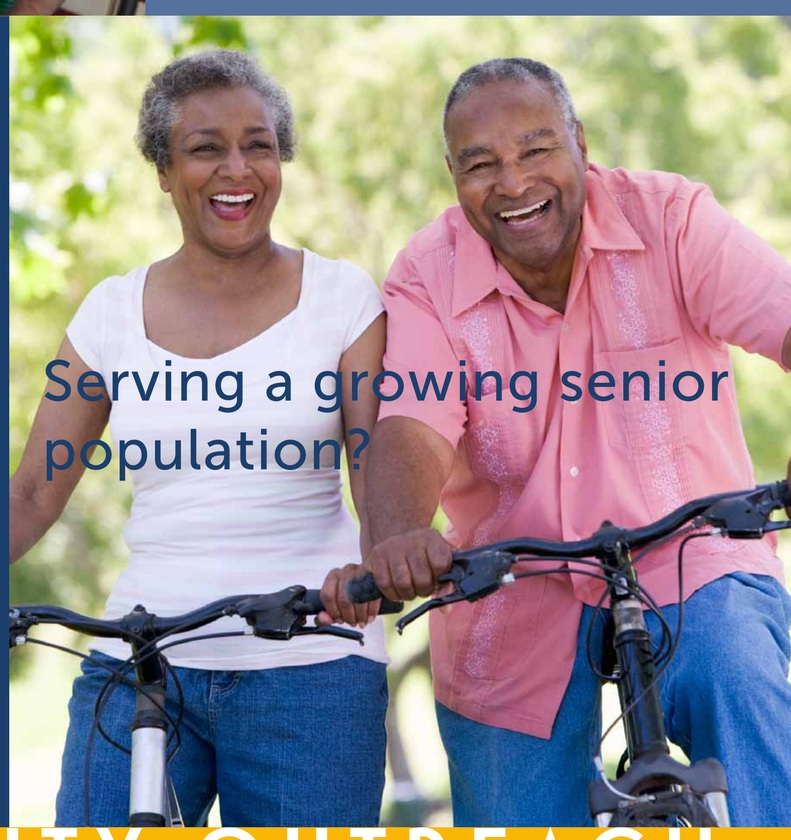
What is important to you?

Creation of jobs?

Improving our environment?

Creating community amenities?

Cost to build? Cost to ride?



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